



City of Seattle
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
DETERMINATION OF NON-SIGNIFICANCE BY
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Project Number: 3011894
3011929

Applicant Name: Eric Koch, Partners Architectural Design

Address of Proposal: 4545 Fauntleroy Way SW
4527 Fauntleroy Way SW

SUMMARY OF PROPOSAL

Land Use Application to change the use from automotive sales and service to general retail sales and service (Trader Joes). Project includes 29 parking stalls within the existing structure and 24 surface parking stalls in an environmentally critical area. Related project 3011929 to allow 23 surface parking stalls accessory to Trader Joes on adjacent site.

The following approval is required:

SEPA Environmental Threshold Determination (SMC Chapter 25.05)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND

Site Location: The proposed development is located within an existing structure at the northeast corner of 39th Ave SW and Fauntleroy Way SW. The off-site accessory parking is located along Fauntleroy Way SW on the east side of the existing alley. The existing alley separates the two sites.

Zoning: Both sites are zoned Commercial 1 with a height limit of 65 feet.

Environmentally Critical Areas: Property located at 4545 Fauntleroy Way SW has designated steep slope at the northwest property corner. A steep slope exemption was granted based on a demonstration that steep slopes have been created by previous grading activities associated with the original site development. Therefore, steep slope standards are waived. Development still must meet standards of the environmentally critical areas ordinance.

Parcel Sizes: Property located at 4545 is 26,783 square feet and property located at 4527 is 7,153 square feet.

Existing Use: Sales and Service Use. Both properties are vacant. Property located at 4545 has an existing building that is vacant.

Proposal Description: The project proposal is to change the use of an existing building to general retail sales and service use for a Trader Joes grocery store. The existing structure will contain the grocery store on the main level. The second floor will have interior parking and the roof of a portion of the first floor will have open parking for a total of 29 parking spaces. Entrance and exit driveways are located on 39th Ave SW. The northern portion of the site will have 24 surface parking stalls. An alley, which has no through traffic, separates this site from the adjoining site where 23 surface parking stalls will be developed and serve Trader Joes. Access points to both parking areas will be located along Fauntleroy Way SW. The alley will be used for circulation between the two parking areas.

Truck delivery of dry goods and perishables will occur within the right-of-way of Fauntleroy Way SW. An existing parking area within the right-of-way will be signed to allow for early morning and mid morning deliveries. Typically trucks range in size from 43 feet to 53 feet in length and average two deliveries a day; one with dry goods and one with perishables. A use permit will need to be obtained from SDOT to allow for deliveries and signage within the right-of-way.

The main entrance for the store will be located on the east side of the building adjacent to the existing alley. Surface parking areas will be landscaped with trees and shrubs. A vegetative green wall has been proposed and will be located on the north property line of the east parking lot. A rain garden will be located at the base of the green wall.

Public Comment: The public comment period ended January 9, 2011. One comment letter was received.

SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 14, 2010 and supplemental information including; Geotechnical Engineering Study; Structural Calculations; Greenhouse Gas Emissions worksheet; Historical Report; Traffic Impact Analysis, including parking demand information; and, submitted site plans and elevations. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and additional information in the file; and pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

Codes and development regulations applicable to this proposed project, including the Environmentally Critical Areas Ordinance, Noise Ordinance, Grading Code, Stormwater Code, Historic Preservation Ordinance, and Land Use Code will provide sufficient mitigation of most identified impacts and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665). There may, however, be long-term traffic-related impacts on Fauntleroy that warrant additional discussion.

Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Greenhouse gas emissions- Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project

Long Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, which include increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Greenhouse gas emissions- Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Traffic – A Traffic Impact Analysis (Gibson Traffic Consultants, February 2011) addresses the trip generation, distribution, access, and level of service analysis associated with the proposal. It concludes that the existing road system can adequately accommodate the traffic related to the proposal. Regarding access from Fauntleroy in particular, the report indicates that there is acceptable sight distance and gaps in traffic flows to accommodate left turns in and out of the site. Seattle Department of Transportation (SDOT) and DPD are concerned that storage capacity in the two-way left-turn lane may not be sufficient to safely allow northeast-bound vehicles to turn left into the project driveway. As a result, SDOT has indicated a desire to ensure that the applicant will be responsible for the associated costs should future mitigation be required to address impacts of this turning movement. Thus, the proposal is conditioned below, pursuant to the authority of the SEPA Traffic and Transportation policy (SMC 25.05.675R), to mitigate impacts should it become necessary in the future.

DETERMINATION OF NONSIGNIFICANCE

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- ☐ There is no comment period for this DNS.
- ☒ This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.
- ☐ This DNS is issued under WAC [197-11-340](#)(2); the lead agency will not act on this proposal for 14 days after the date of issuance of a DNS.

CONDITIONS

For the Life of the Project

1. If there are five (5) or more reported collisions in one 12 month period along Fauntleroy Wy SW between 39th Avenue SW and 38th Avenue SW due to left turns to/from the Trader Joes Fauntleroy access, the applicant shall reimburse SDOT (maximum of \$ 28,000 total) for the design and installation of concrete curbing along the center of Fauntleroy Wy SW such that left turn movements in/out of the Trader Joes site are restricted.

Signature _____ (Signature on File)
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development

Date: May 5, 2011